New Look

The Regional Transportation Plan

2035 Regional Transportation Plan Update

RTP Investment Solicitation Packet

April 23, 2007

METRO

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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President – David Bragdon
Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, deputy council president, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.
Auditor – Suzanne Flynn

Metro's web site: www.metro-region.org

Project web site: www.metro-region.org/rtp (Click on "2035 RTP Update)

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2035 Regional Transportation Plan Update

RTP Investment Solicitation Packet

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This packet is organized as follows:

2035 RTP UPDATE SCHEDULE

April 23, 2007	Project solicitation begins
May 2007	Metro staff consultations with three counties, City of Portland, ODOT and Trimet
June 18, 2007 DEADLINE #1 at 5 p.m.	• Attachment A (Investment Priorities Worksheet) due electronically • Attachment C (Road Capacity Air Quality Conformity Modeling Assumptions) due electronically • GIS shapefiles of Projects/Programs due electronically
June 30, 2007 DEADLINE #2 at 5 p.m.	• Attachment B (Project Cost Estimate Worksheet) due electronically
August 24, 2007	2035 RTP systems' analysis released
October 11, 2007	Discussion draft RTP released for 45-day public review
Oct./Nov. 2007	Three public hearings held
October 16, 2007	Consultation with CETAS (Collaborative Environmental and Transportation Agreement for Streamlining) resource agencies
November 26, 2007	45-day public review period ends at 5 p.m.
December 13, 2007	2035 RTP approved, pending air quality conformity analysis
December 14, 2007	Air quality conformity analysis begins
January 21, 2008	Air quality conformity analysis complete and released for 30-day public review
February 20, 2008	30-day public review of 2035 RTP with air quality conformity analysis ends at 5 p.m.
February 29, 2008	2035 RTP final approval and state and federal findings submitted to USDOT for approval
March 5, 2008	Conformity determination approval from FHWA/FTA

LOCAL AGENCY CONTACTS

City of Portland	Paul Smith 503-823-7736 paul.smith@pdxtrans.org
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TriMet	Phil Selinger 503-962-2137 selingep@trimet.org
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ODOT	Rian Windsheimer 503-731-8456 rian.m.windsheimer@odot.state.or.us

STAFF LEVEL COUNTY COORDINATION MEETINGS

Clackamas County Coordinating Committee Transportation Advisory Committee	• April 24, 2007 from 3-5 p.m. • May date (to be determined) *Meetings are normally held at the Sunnybrook Service Center, room 406 at 9101 SE Sunnybrook Boulevard in Clackamas, Oregon.*
East Multnomah County Transportation Committee	• April 25, 2007 from 9-11 a.m. • May 16, 2007 from 9-11 a.m. (tentative) *Meetings are normally held at the Multnomah County Yeon annex, Willamette Conference room at 1600 SE 190th Avenue in Portland, Oregon.*
Washington County Coordinating Committee Transportation Advisory Committee	• April 26, 2007 from 1:30-3 p.m. • May 31, 2007 from 1:30-3 p.m. *Meetings are normally held at the Beaverton Library conference room at 12375 SW 5th Street in Beaverton, Oregon.*

Note: Additional meetings may be held as needed. Confirm meeting dates, times and locations with local agency contacts. Metro staff have been assigned to provide technical support throughout the RTP solicitation process and will participate in these meetings.

METRO STAFF CONTACTS

Metro staff have been assigned to provide technical support throughout the RTP solicitation process.

2035 RTP update process	Kim Ellis 503-797-1617 ellisk@metro.dst.or.us
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Pedestrian projects	Amy Rose 503-797-1776 rose@metro.dst.or.us
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Geographic information system data	Matthew Hampton 503-797-1748 hamptonm@metro.dst.or.us

APPLICATION INSTRUCTIONS

1. Complete the appropriate attachments for each project/program.

   - Local agency contacts are responsible for completing Attachment A (Investment Priorities Worksheet) on behalf of their respective coordinating committee, compiling all projects/programs submitted to Josh Naramore at Naramorej@metro.dst.or.us by June 18, 2007.
   - Primary project sponsors are responsible for completing Attachment B (Project/Program Cost Estimate Worksheet) for each project/program submitted to Josh Naramore at Naramorej@metro.dst.or.us by June 30, 2007.
   - Primary project sponsors are responsible for completing Attachment C (Air Quality Conformity Assumptions Worksheet) for all regionally significant transit and road capacity projects submitted to Josh Naramore at Naramorej@metro.dst.or.us by June 18, 2007. See Appendix A for more information.
   - Primary project sponsors are responsible for submitting an electronic GIS shapefile of all location specific projects/programs submitted to Josh Naramore at Naramorej@metro.dst.or.us by June 18, 2007. Local agency contacts may also compile all projects/programs to be submitted on behalf of their respective coordinating committee. See Appendix B for more information.
   - Any supporting documentation of areas that cannot meet the RTP framework system connectivity policies due to existing development, topography, railroads, throughways, streams and/or other barriers. This can be the form of a map or memo.

2. When finished, please review attachments for completeness.

3. Submit all attachments and supporting documentation electronically via email to Josh Naramore at Naramorej@metro.dst.or.us by their respective due dates.

4. If you have questions, please contact Josh Naramore at (503) 797-1825 or email at Naramorej@metro.dst.or.us.

1. Introduction

The Regional Transportation Plan (RTP) is a long-range blueprint for the transportation system serving the Portland metropolitan region. The plan deals with how best to move people and goods in and through the region. As the federally designated Metropolitan Planning Organization, Metro is responsible for updating the plan every four years in coordination with the implementing agencies and jurisdictions that own and operate the transportation system in the region.[1] This update will extend the planning horizon to the year 2035.

The primary mission of the Regional Transportation Plan is to implement the Region 2040 vision for land use, transportation, the economy and the environment. As required under federal and state law, the RTP also serves as a long-range capital plan that will guide the public and private expenditure of billions of dollars from federal, state, regional and local revenue sources. The RTP serves this function by considering current and long-range transportation needs at a regional level and identifying policies, implementation strategies, programs and projects to meet those needs. The plans of local jurisdictions responsible for the transportation system in this region must be consistent with the RTP policies, implementation strategies, programs and projects. Furthermore, projects and programs must be included in the RTP financially constrained system to be eligible for most federal and state funding programs.

In June 2006, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved a work program and process to guide the current update to the Regional Transportation Plan (RTP). The work program calls for an outcomes-based approach to identify and prioritize transportation investments that are crucial to region's economy and that most effectively support the land use, economic, environmental and transportation goals embodied in the 2040 Growth Concept.

Since approval of the work program, Metro conducted research on the current transportation system. [2]The research included:

- Targeted public outreach through the website, Councilor and staff presentations to business and community groups, a series of stakeholder workshops to identify desired outcomes and issues, and public opinion research.
- Analysis of current regional transportation system conditions, issues and policies, and relevant finance, land use, environmental, economic and demographic trends.

On March 15, 2007, at the recommendation of the Metro Policy Advisory Committee (MPAC) and JPACT, the Metro Council "accepted" a provisional draft Regional Transportation Policy Framework to guide development and analysis of the rest of the 2035 RTP. The updated policy framework responds to the research findings, stakeholder outreach and public opinion research conducted during Phase 2. The framework includes new policy direction to be used when identifying regional transportation needs and during the evaluation and prioritization of investments to the regional transportation system. [3]

The purpose of this solicitation process is to identify a pool of eligible candidate projects that address current and future transportation needs, consistent with the

[1] These partners include the region's 25 cities, three counties, Oregon Department of Transportation, Oregon Department of Environmental Quality, Port of Portland, TriMet, South Metro Area Rapid Transit (SMART), Washington Regional Transportation Council, Washington Department of Transportation and other Clark County governments.

[2] This research is summarized in a series of background papers and reports that are available to download from Metro's website at: http://www.metro-region.org/article.cfm?articleid=19896.

[3] The regional transportation system is defined as the interconnected network of throughways; arterials; air, marine, pipeline and rail systems; high capacity and regional transit services; regional multi-use trails with a transportation function; and bicycle and pedestrian facilities that are located on or connect directly to other elements of the regional transportation system.

	draft Regional Transportation Policy Framework *(dated March 1, 2007)*. The project solicitation process and procedures described in this document will form the basis for evaluating and prioritizing investments in the regional transportation system and will result in the identification of project and program investments to be recommended in the 2035 RTP. Two complementary tracks are proposed for the investment solicitation process that includes an integrated "State and Regional Mobility Investment Strategy" that will be complemented by an integrated "Community Building Investment Strategy." The tracks are described in more detail in Section 3 of this packet. The solicitation process includes significantly expanded coordination between local, regional and state agencies that own and operate the regional transportation system. In developing proposed projects and strategies for the RTP, each agency must consider their contributions to meeting the draft RTP policy framework goals and objectives. In this way, the Metro staff will be able to ensure and document that consideration of the policy framework has taken place. Consideration of updated RTP goals and objectives may also prove useful to agencies in selecting among proposed projects or actions when the desired level of investment exceeds the projected available revenues. Two levels of investment will be developed for the 2035 RTP. The first level, the *2035 RTP Financially Constrained System*, will represent the most critical transportation investments for the plan period.[4] The second level, the *2035 RTP Illustrative System*, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured.[5] Each track will result in the identification of a pool of eligible investment candidates that leverage the 2040 Growth Concept and draft RTP policy framework. The pool of investments will be evaluated during the system analysis to occur from June through August 2007. Partners in the region will be asked to recommend statewide and regional mobility investment priorities through the Freight Task Force, MPAC and TPAC. JPACT and the Metro Council will be responsible for selecting priorities for the "Community Building" investments for inclusion in the "Financially Constrained System", "Illustrative System" and "Refinement" Sections (Chapter 7) of the RTP. ODOT will be responsible for selecting priorities on the State highway system for approval by JPACT and the Metro Council. The ultimate goal is to align RTP priority investments with existing and projected revenue streams. In addition, project sponsors are requested to submit more detailed project information than previous RTP updates to be used to develop an on-line RTP database and to assist Metro staff with the development of modeling assumptions and other analysis to be conducted. Examples of additional background information to be collected include: • definition of project need and purpose • estimated right-of-way needs • project cost estimates using a regional cost estimate methodology • diagram of modeling assumptions for air quality conformity purposes (if applicable) • GIS shapefiles of location specific projects or programs (See Appendix B).

[4] The 2035 Financially Constrained System will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.
[5] The 2035 Illustrative System will be the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

2. Policy guidance	This section summarizes key elements of the RTP policy framework (dated March 1, 2007). The framework is the basis for identifying, evaluating and prioritizing project and program investments to be included in the 2035 RTP. The framework identifies nine goals that link transportation investments to Region 2040 goals for transportation, land use, the economy, and the environment. A primary emphasis of the policy framework is fiscal stewardship placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals: • Goal 1: Efficient Urban Form. Reinforce growth in and access to 2040 land uses to support compact urban form. • Goal 2: Sustain Economic Competitiveness and Prosperity. Ensure reliable and efficient access to 2040 land uses, and efficient freight and passenger connections between intermodal facilities and destinations in, beyond and through the region to support the economic competitiveness of the region and state. • Goal 3: Transportation Choices. Provide barrier-free travel options to reduce drive alone trips, relieving the burden on any one mode of travel and ensuring equity when providing transportation access and services. • Goal 4: Reliable Movement of People and Goods. Approach the transportation system holistically, with an emphasis on the completion of multi-modal connections and system management to ensure effective mobility and reliable travel choices for all users and along the state and regional mobility corridors. • Goal 5: Safety and Security. Address safety-related deficiencies to improve the safety and security of the transportation system for all users. • Goal 6: Human Health and the Environment. Protect and/or enhance the quality of human health and the environment with transportation investments. • Goal 7: Effective Public Involvement: Provide meaningful input opportunities in the decision-making process. • Goal 8: Fiscal Stewardship. Maximize the return on public investments, preserving past investments for the future and prioritizing investments that reinforce Region 2040 and achieve multiple goals. • Goal 9: Accountability. Provide a seamless and comprehensive transportation system that bridges institutional and fiscal barriers.
3. RTP investment strategy tracks	This section describes two complementary investment strategies and corresponding program areas that will serve as the organizational structure for grouping investments, irrespective of project need, mode or type. • Track 1: State and Regional Mobility Corridor Investment Strategy focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement. • Track 2: Community-Building Investment Strategy focuses on community-building investments that leverage 2040 Growth Concept through regional street system improvements that provide for community access and mobility. The process for generating community building investments is relatively well defined with local government coordinating committees taking the primary role.

	That process generally focuses on identifying roadway, bike, pedestrian, and transit investments that address identified transportation needs and support the central city, regional and town centers, main streets, station communities, inter-modal facilities and industrial and employment areas. In previous RTP updates, the process for identifying investments that support reliable interstate, intrastate and intraregional movement of people and goods along the major mobility corridors was less defined. Project sponsors will be asked to assign each project a primary and secondary investment strategy area in Attachment A of the application materials. Track 1: STATE AND REGIONAL MOBILITY INVESTMENT STRATEGY. *Investments that support reliable interstate, intrastate and intra-regional people and goods movement.* The purpose of this strategy is to highlight and prioritize statewide and regional mobility corridor investments and system and demand management strategies for inclusion in the 2035 RTP. Metro, ODOT and TriMet co-hosted an interdisciplinary Regional Mobility Workshop to assess each of the state and regional mobility corridors to identify: (1) mobility corridor function, (2) needs and deficiencies (including immediacy), and (3) where possible, a pool of multi-modal projects and integrated corridor management programs/strategies to address mobility corridor transportation needs. The results of the workshop will be discussed by MPAC, JPACT, and the Metro Council in May to provide further direction to staff on priorities. The results of this workshop will lead to a short, medium and long-term investment strategy for the state and regional mobility corridors (Track 1) and will be complemented by a short, medium and long-term community-building investment strategy (Track 2). 1. Regional Throughway Investments. These investments address state and regional mobility corridors identified in the RTP with strategic, multi-modal corridor investments, and system and demand management strategies. These routes have the function of connecting major 2040 Growth Concept activity centers, industrial areas and intermodal facilities within the region and serve as the primary interstate and intrastate connections for travel to other parts of the state, California, Pacific Northwest and Canada. 2. Regional High Capacity Transit Investments. These investments address the RTP high capacity transit (HCT) network with strategic, multi-modal corridor investments, and system and demand management strategies. The HCT routes have the function of connecting the 2040 Growth Concept central city, regional centers and passenger intermodal facilities within the region. 3. Regional Trails Investments. These investments implement the Regional Greenspaces Master Plan through strategic investments in regional trails with a transportation function to serve longer-distance bicycle connections to and between the central city, regional centers, town centers, industrial areas and passenger intermodal facilities, regionally significant parks and greenspaces, the Willamette Greenway and other regionally significant habitat areas, fish and wildlife corridors, trails and greenways in Oregon and the state of Washington. Track 2: COMMUNITY BUILDING INVESTMENT STRATEGY, *Investments that leverage 2040 land uses and improve community access and mobility*. Many of these investments have already been identified in local comprehensive and concept plans as part of implementing the Region 2040 Growth Concept. Eligible project sponsors are requested to coordinate the identification of priority "community building" investments locally, through the local government coordinating committees and in consultation with their respective land use and trail

	planners. For purposes of the solicitation process, regional trail and bridge projects should also be identified through Track 2. 1. Centers and Main Streets Investments. These multi-modal investments support multi-modal community access and mobility travel needs to, from and within high 2040 mixed-use areas, including the central city, regional and town centers, main streets, station communities and passenger intermodal facilities. 2. Industrial Areas and Employment Areas Investments. These multi-modal transportation investments provide access and mobility to and within industrial and employment areas and freight intermodal facilities, and implement the regional freight and goods movement concept. 3. 2040 Corridors Investments. These investments implement the regional bike, pedestrian, arterial street and regional transit network concepts where appropriate through strategic multi-modal corridor investments and management strategies. These investments are targeted to the 2040 Corridors design-type, and provide important access connections to and between centers, main streets, employment areas, industrial areas, intermodal facilities and gaps in connectivity to regional facilities and the regional throughway system. 4. Environmental Enhancement and Mitigation Investments. These investments address environmental enhancement and mitigation projects, including culvert replacements that benefit endangered fish passage, diesel retrofit projects, and implementation of green street and non-motorized transportation demonstration projects that advance the development of environmentally sustainable transportation design. Each track will result in the identification of a pool of eligible investment candidates that leverage the 2040 Growth Concept and draft RTP policy framework. The pool of investments will be evaluated during the system analysis to occur from June through August. Results from the system analysis will inform identification of project and program investments to be recommended in the 2035 RTP and refinements to the RTP policy framework. Partners in the region will be asked to recommend statewide and regional mobility investment priorities through the Freight Task Force, MPAC and TPAC. JPACT and the Metro Council will be responsible for selecting priorities for the “Community Building” investments for inclusion in the “Financially Constrained”, “Illustrative” and “Refinement” Sections (Chapter 7) of the RTP. ODOT and TriMet will be responsible for selecting priorities for their respective Mobility investments for inclusion in the “Financially Constrained”, “Illustrative” and “Refinement” Sections of the RTP for approval by MPAC, JPACT and the Metro Council. The ultimate goal is to align RTP priority investments with existing and projected revenue streams.

4. Eligible applicants and project cost targets	Eligible Applicants Planning for, building and maintaining the transportation system are responsibilities of federal, state, regional and local governments and special districts. Investments in the transportation system are funded through a mix of federal, state and local revenues distributed through a variety of funding programs that dictate how this revenue can be spent. Project/program applications may be submitted on behalf of eligible sponsors by: *Metro, TriMet, South Metro Area Rapid Transit (SMART), Oregon Department of Transportation (ODOT), Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and Parks and Recreation Districts (e.g., Tualatin Hills Parks and Recreation, Clackamas Parks and Recreation).* Project/Program Cost Targets The initial solicitation of projects for the financially constrained 2035 Regional Transportation Plan will be based on targeted amounts identified for six funding pools[6]: ▪ ODOT Modernization/Capital Funding Pool ▪ Alternative Mode Modernization/Capital Funding Pool ▪ Washington County and Cities Modernization/Capital Funding Pool ▪ Clackamas County and Cities Modernization/Capital Funding Pool ▪ City of Portland Modernization/Capital Funding Pool ▪ Multnomah County and Cities (excl. Portland) Modernization/Capital Funding Pool A specific array of revenue sources was identified for each of these pools based on the historic use of the revenue sources. In most cases annual amounts of revenues in year 2007 dollars were projected for a revenue source based on historic trends. The basis for these revenue estimates were primarily derived from the ECO Northwest Report entitled "*Preliminary Financial Analysis for the 2035 Regional Transportation Plan Update*" dated December 2006[7], and ODOT's *Financial Assumptions Report*. The reports compile information that was used to estimate the level of funding "reasonably available" for transportation needs in the Portland metropolitan region through the planning period for this update. The revenue estimates shown in Table 1 represent the initial forecast of the "financially constrained" revenues for modernization/capital projects; and do not address transit or highway operations, maintenance, and preservation revenues. ODOT, TriMet, SMART, Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and the City of Portland will be assigned a target that represents the maximum amount of modernization/capital investment costs that may be submitted for consideration. Local agency project sponsors/jurisdictions shall work through their assigned transportation coordinating committee to determine which local priority investments will be submitted for the target amount. Operations, maintenance and preservation (OM&P) of the regional Willamette River Bridges are currently the primary responsibility of Multnomah County. Multnomah County will be responsible for determining which Willamette River Bridge investments will be submitted for the Multnomah County Modernization/ Capital Funding Pool target amount. The forecast of revenue for Multnomah

[6] A memo from Steven Siegel, dated April 21, 2007, summarizing revenue estimates for each funding pool is available upon request and will be provided to each local agency contact.

[7] The full ECONorthwest report is available to download from Metro's website at: http://www.metro-region.org/article.cfm?articleid=19896.

County includes a significant share of the anticipated federal bridge program revenues. For purposes of the RTP Investment Solicitation, Multnomah County should identify needed projects to adequately maintain the Willamette River Bridges within Multnomah County's initial financially constrained federal bridge fund revenue forecast of $227.2 million as part of the Track 2 investment strategy process. Multnomah County may also coordinate with other agency partners to share the OM&P cost of Willamette River Bridges where appropriate. Needed projects that do not fit within Multnomah County's initial financially constrained revenue forecast for bridge funds can be forwarded to Metro to be included in the "Illustrative System."

ODOT will be responsible for determining which State Highway System investments will be submitted for the ODOT Modernization/Capital Funding Pool target amount in coordination with other Metro region local and regional partners. Metro and TriMet will coordinate the identification of project/program investments to be submitted for the Alternative Mode Modernization/Capital Funding Pool Target.

All the funding pool targets are summarized in Table 1. The initial project/program list pool is allowed to be twice the "financially constrained" total; and as a result, the solicitation total cost target shown in Table 1 is twice the estimated financially constrained revenue forecast amount.

Table 1. Agency Investment Targets

Coordinating Committee/ Agency	Percent of Metro region population (year 2035)	Total cost target for all applications[8] ($ millions)
City of Portland and Port of Portland	33%	$4,095.0
Clackamas County and its cities	29%	$2,531.5
East Multnomah County and its cities (excluding Portland)	8%	$970.6
Washington County and its cities	30%	$4,196.8
ODOT	n/a	$1,492.5
TriMet/SMART/Metro	n/a	$1,180.6

The cost target is for general allocation purposes to develop a draft financially constrained system of projects and programs and a draft illustrative system of projects and programs.

Locally-generated sources of revenue accounted for in the ECONorthwest *Preliminary Financial Analysis* background paper are included in each local agency target. Updated information regarding locally-generated revenues and transit revenues may be submitted to Metro along with project application materials.

[8] Total cost target includes locally-generated revenue estimates provided to Metro in Fall 2006. Updated information regarding locally-generated revenues and transit revenues may be submitted to Metro along with project application materials.

5. General eligibility requirements and eligible project and program investments

This section describes general eligibility requirements that must be met in order for a project or program to be considered for inclusion in the 2035 RTP:

1. Meets regional project or program definition: Project or program must be part of or manage the regional transportation system, consistent with regional system concepts described in the provisional draft Chapter 1 Regional Transportation Policy Framework. The regional transportation system is the interconnected network of throughways; arterials; air, marine, pipeline and rail systems; high capacity and regional transit services; regional multi-use trails with a transportation function; and bicycle and pedestrian facilities that are located on or connect directly to other elements of the regional transportation system. Collector streets in the central city, regional centers and industrial areas are also eligible because of their important role in providing multi-modal access to support the arterial network in these areas.

2. Leverages 2040 Design Type target areas: The 2040 Growth Concept land-use components, called 2040 Design Types, are grouped into a hierarchy that serves as a framework to prioritize RTP investments. Of these, the central city, regional centers, industrial areas and intermodal facilities components are most critical in terms of regional significance and their role in supporting implementation of the other growth concept design types. The second highest investment priority land uses for transportation investments are the secondary land use components.

Primary land-use components	Secondary land-use components	Other urban land-use components
• Central city • Regional centers • Industrial areas • Freight and passenger intermodal facilities	• Employment areas • Town centers • Station communities • Corridors • Main streets	• Inner neighborhoods • Outer neighborhoods

3. Meets jurisdictional investment target. The total cost of submitted projects must meet the established investment target for each coordinating committee: Clackamas County and cities, East Multnomah County and cities, City and Port of Portland, Washington County and cities; Metro, ODOT, TriMet and SMART.

4. Meets project cost target. Projects of any amount, up to jurisdictional cost targets, may be submitted. Construction projects that cost less than $1 million are not allowed. Project development costs should be incorporated into overall project costs. Projects that cost more than $25 million are encouraged to be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments. Project development costs for large projects that may not be recommended in the financially constrained system are encouraged and allowed as a discrete phase. Projects that cost less than $1 million may be bundled with other similar projects (e.g.,bicycle lane striping projects). Project/program cost estimates must be provided using Attachment B.

5. Meets public involvement requirements. Projects/programs submitted must meet Metro's requirements for public involvement. This means projects/programs must be included in an adopted plan or study, or has been identified in a local or regional plan or study under development through a public process that is consistent with Metro's Public Involvement policies.

   Attachment A includes a question asking whether or not a project or program meets this requirement. For projects not in an adopted plan or study, any

public agency nominating a project must have its governing body identify that project(s) or program, in a meeting open to the public, as their priority for the Regional Transportation Plan. Documentation of such action must be received by Metro staff prior to the release of the draft score of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for the regional transportation plan is an example of a process that would satisfy this requirement.

6. Meets federal transportation air quality conformity requirements. Transportation conformity is a mechanism for ensuring that transportation activities – plans, programs and projects – are reviewed and evaluated for their impacts on air quality prior to approval of the 2035 RTP. The intent of transportation conformity is to ensure that new projects, programs and plans do not impede a metropolitan area from meeting and maintaining state and federal air quality standards. Transportation activities that do not conform to the state air quality plans cannot be approved in the 2035 RTP. Project sponsors are required to submit Attachment C for each project that has an air quality impact to assist Metro in making this determination. Appendix A identifies projects/programs that are exempt from the conformity analysis and therefore, are not required to have Attachment C submitted by project sponsors.

7. Consistent with draft Regional Transportation Policy Framework (*dated March 1, 2007*) system design and management concepts. Table 2 in the draft policy framework should guide the identification of investment priorities for different parts of the region in combination with the broader RTP goals and measurable objectives that are described in Section 3 of the draft policy framework.

Types of eligible projects and programs include:

- System Gap. System gaps are defined as missing links or barriers in the "typical" urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur. A gap generally means a connection does not exist at all, but could also be the result of a physical barrier such as a throughway, natural feature, weight limitations on a bridge (e.g., Sellwood Bridge), or existing development. A barrier can also be something that prevents an individual or a group from accessing the transportation system, including a lack of information, language, education and/or limited resources. Eligible investments to address system gaps include throughway, rail and stream over-crossings that help meet arterial network concept goals as appropriate; new arterial connections up to four lanes with turn lanes; new collector connections in the central city, regional centers and industrial areas; new bike and pedestrian facilities; regional multi-use trails with a transportation function; new transit service connections, new vanpool connections, individualized travel marketing programs).

- System Deficiency. System deficiencies are defined as capacity or design constraints that limit, but do not prohibit the ability to travel by a given mode. Eligible investments include projects and programs that address bottlenecks such as throughway capacity less than six through lanes and arterial street capacity less than 4 lanes, and deficiencies such as poor design or substandard design features; at-grade rail crossings; height restrictions; substandard bike and pedestrian connections that contain obstacles including missing curb ramps, distances greater than 330 feet between pedestrian crossings, absence of pedestrian refuges, sidewalks occluded by utility infrastructure, high traffic volumes, complex traffic environments; transit overcrowding or schedule unreliability; and high crash locations).

	• System and Demand Management. System management is defined as managing the existing transportation system and new system investments to improve safety, optimize performance and increase reliability for all modes of travel. Eligible investments include Intelligent Transportation System (ITS) projects such as ramp metering, traffic signal timing and traffic signal priority treatments, video monitoring of transit system, access management, parking management, transportation management associations start-up, vanpools, education and individualized travel marketing programs. • Regional Planning or Programs. Planning work and investments in the regional transportation options program, transit-oriented development and regional trail master plans. • Project Development. Preliminary design and engineering and final design and engineering, including environmental assessment or environmental impact statement studies. • Right-of-Way. Acquiring or protecting land for future right-of-needs of identified transportation projects.

6. Needs Identification Methodology	This section establishes the methodology for identifying regional transportation needs. Each step must be consistent with the draft Regional Transportation Policy Framework *(dated March 1, 2007)*. Step 1: Identify throughway, arterial street and transit network gaps. Review local, regional and state plans and other relevant materials to identify throughway, arterial and transit network connectivity gaps. Project sponsors must provide a map and memo documenting findings of system completeness that identify areas that cannot meet the RTP framework system connectivity policies due to existing development, topography, railroads, throughways, streams and other barriers. Bridge, bicycle and pedestrian connections should be identified, when appropriate, where arterial connections cannot be provided. Step 2: Identify regional freight, bicycle, pedestrian, trail and transit network gaps. Review local plans and other materials provided by Metro to identify network connectivity gaps for transit, bike, pedestrian and freight travel (including freight rail and regional trail gaps). This step should include the identification of weight limited bridges and appropriate throughway and stream over-crossings. Step 3: Identify system deficiencies to achieve "typical" network design. This step identifies substandard locations on the regional system for all modes of travel, including chronic bottlenecks, throughways less than 3 lanes in each direction, 2-lane regional arterials that are appropriate to be 4-lanes in the future, bike lanes less than 6 feet, sidewalks less than 6 feet, less than needed transit service frequency). Step 4: Identify system and demand management needs. Review local plans and Regional Mobility Workshop materials to identify programmatic and operational projects/programs to remove barriers to accessing the transportation system, improve traffic flow and increase motor vehicle occupancy. Step 5: Identify other system deficiencies not identified in Steps 1-4. Review local plans and materials provided by Metro to identify other system deficiencies such as high crash locations.
7. RTP Investment Screening System	This section describes the screening criteria that be used to develop a relative ranking of the investments submitted by project sponsors. The criteria respond to the goals and objectives stated in the provisional draft Regional Transportation Policy framework (*dated March 1, 2007*). Project sponsors must self-score each of their projects using the matrix provided in Attachment A. The aggregate score will be used to provide a general assessment of which projects and programs best support the overall policy direction of the RTP. The pool of regional transportation project and program investments nominated for the 2035 RTP will be ranked within each investment area using the aggregate score. The relative ranking will inform prioritization of the pool of projects and programs by MPAC, JPACT and the Metro Council in fall 2007 through a separate process. The ultimate goal is to align RTP priority investments with existing and projected revenue streams. Track 1: Screening System for State and Regional Mobility Investment Strategy On April 30, Metro, ODOT and TriMet will co-host an interdisciplinary Regional Mobility Workshop to assess each of the state and regional mobility corridors to identify: (1) mobility corridor function, (2) needs and deficiencies (including immediacy), and (3) where possible, a pool of multi-modal projects and integrated corridor management programs/strategies to address mobility corridor transportation needs. ODOT will then be responsible for selecting priorities on the State Highway System

for inclusion in the "Financially Constrained," "Illustrative," and "Chapter 7 Refinement Plan" sections of the 2035 RTP for approval by MPAC, JPACT and the Metro Council. TriMet will then be responsible for selecting priorities on the High Capacity Transit System for approval by MPAC, JPACT and the Metro Council. The Regional Trails Work Group will be responsible for selecting priorities on the Regional Trail System for approval by MPAC, JPACT and the Metro Council.

Track 2: Screening System for Community Building Investment Strategy
Project sponsors must self-score each of their community building investment nominations and provide other information using the matrix provided in Attachment A.

A high, medium or low rating is given to each "community building" investment candidate for each goal. A High rating means the project strongly addresses the goal, a medium rating means the project somewhat addresses the goal and a low rating means the project addresses the goal very little. No rating is given if the project does not address a particular goal.

An aggregate rating is calculated for each project or program that is the average rating for a project or program. The aggregate rating will be used to provide a general assessment of which projects and programs best support the overall policy direction of the RTP, but is not necessarily a deciding factor for which investments ultimately are included in the RTP. MPAC, JPACT and the Metro Council will be responsible for selecting priorities from the pool of "Community Building Investments for inclusion in the "Financially Constrained," "Illustrative," and "Chapter 7 Refinement Plan" sections of the 2035 RTP.

Screening Criteria for Community Building Investment Strategy
The pool of "Community Building" investments will be screened by project sponsors in Attachment A using the screening criteria described below. The screening will be used to provide a general assessment of which investments best support the overall policy direction of the RTP.

Criteria for Goal 1: Efficient Urban Form
Investment or program addresses one or both of the following objectives:

- Reinforces compact urban form and optimization of public investments, by leveraging growth in, and access to, 2040 centers, industrial areas, intermodal facilities, corridors, station communities and employment areas
- Provides access to and within the central city, regional centers, industrial areas and intermodal facilities

High: High scoring investments:
- Address a system gap OR deficiency to reinforce growth in, AND improve access to or within, the central city, regional centers, industrial areas, and/or intermodal facilities

Medium: Medium-scoring investments:
- Address a system gap OR deficiency to reinforce growth in, AND improve access to or within, any town center, station community, main street, 2040 corridor or employment area

Low: Low-scoring investments:
- Address a system gap or deficiency to reinforce growth in, and improve access to or within, any other parts of the region

Criteria for Goal 2: Sustain Economic Competitiveness and Prosperity
Investment or program addresses one or both of the following objectives:

- Improves reliability of market area access to 2040 centers, industrial areas, intermodal facilities and employment areas
- Maintains travel time reliability on the regional freight network and provides access to industrial areas

	• Ensures efficient freight and passenger connections between intermodal facilities and destinations in, beyond, and through the region • Supports the creation and retention of jobs High: High scoring investments: - Improve reliability on the regional freight network AND provides access from labor markets and trade areas to the central city, regional centers, industrial areas, and/or intermodal facilities Medium: Medium-scoring investments: - Improve access from labor markets and trade areas and reliability by serving or connecting to central city, regional centers, industrial areas or intermodal facilities Low: Low-scoring investments: - Improve access from labor markets and trade areas and reliability by serving or connecting to or within town centers, main streets, station communities, 2040 corridors or employment areas <u>Criteria for Goal 3: Transportation Choices</u> Investment or program addresses one or both of the following objectives: • Expands transportation choices for people to reduce drive alone trips • Provides equity by removing physical, economic and cultural barriers limiting access to the transportation system • Provides choices for goods movement in, to and through the region High: High scoring investments: - Complete physical system gap to improve transit, bicycle and/or pedestrian access AND provides connections between modes; OR - Remove an economic or cultural barrier that prevents access to the transportation system Medium: Medium-scoring investments: - Address system deficiency that limits transit, bicycle or pedestrian access OR provides connections between modes Low: Low-scoring investments: - Removes other physical, economic or cultural barriers that limit access to the transportation system <u>Criteria for Goal 4: Reliable Movement of People and Goods</u> Investment or program addresses one or both of the following objectives: • Improves multimodal system connectivity to enhance mobility, accessibility, safety, system efficiency and interconnection between modes • Maintains reasonable travel time reliability along state and regional mobility corridors High: High scoring investments: - Improve reliability by completing a system gap or deficiency on an arterial within a state and regional mobility corridor; OR - Improve reliability by providing system or demand management on an arterial within a state and regional mobility corridor Medium: Medium-scoring investments: - Improve reliability by addressing a system gap or deficiency on an arterial outside of a state and regional mobility corridor; OR - Improve reliability by providing system or demand management on an arterial outside of a state and regional mobility corridor

	Low: Low-scoring investments: - Address system gap, deficiency and/or provides system or demand management on other parts of the transportation system <u>Criteria for Goal 5: Safety and Security</u> Investment or program addresses the following objective: • Improves safety or security for all modes of travel. High: High scoring investments: - Address recurring safety-related deficiency on an arterial located within a state and regional mobility corridor Medium: Medium-scoring investments: - Address recurring safety-related deficiency on an arterial located outside of a state and regional mobility corridor Low: Low-scoring investments: - Address recurring safety-related deficiency on other parts of the regional transportation system <u>Criteria for Goal 6: Human Health and the Environment</u> Investment or program addresses one or both of the following objectives: • Protects, restores and/or enhances the natural environment • Provides air quality benefit(s) • Provides opportunities for physical activity High: High scoring investments address 4 or more of the following: ❑ Provides new or expanded opportunities for physical activity ❑ Reduces vehicle noise ❑ Reduces vehicle emissions by implementing Transportation Control Measures (TCMs)[9] in State Implementation Plan ❑ Reduces stormwater runoff and improves water quality through green street design ❑ Improves fish or wildlife habitat or removes a blockage or constraint limiting fish or wildlife passage in a habitat conservation area and/or wildlife corridor ❑ Reduces transportation-related energy consumption or supports efficient trip-making. Medium: Medium-scoring investments address 3 of the above. Low: Low-scoring investments address 2 of above.

[9] State Implementation Plan Transportation Control Measures:

- A five year rolling average of 1 percent per year increase in regional transit revenue hours weighted by capacity
- Program at least 28 miles of bikeways or trails, consistent with State and regional bikeway standards, including a cumulative average of 5 miles funded in each biennium. These facilities are in addition to those required for expansion or reconstruction under ORS 366.514.
- Program at least 9 miles of pedestrian paths in mixed-use centers, including the funding of a cumulative average of 1.5 miles in each biennium. These facilities are in addition to those required for expansion or reconstruction under ORS 366.514, except where such expansion or reconstruction is located within a mixed-use center.
- An increase of efforts for the Regional Travel Options (RTO) Program sufficient to increase the number of employers reached by the program by at least 5 percent per year the number of employers currently subject to the DEQ Employee Commuter Options program. Alternatively, specific projects from the RTO program could be substituted.
- An increase of funding of at least 5 percent per year greater than current funding for Transit Oriented Development projects.

8. System Analysis Investment Evaluations	Transportation system performance: Metro will complete an analysis of the overall transportation system using Metro's travel demand model and report system-level performance measures to be developed. Environmental justice: Metro will complete a system-level environmental justice analysis for the projects and programs and will note potential positive or negative impacts. Air quality conformity: Metro will calculate the potential system-level air quality impacts for pollutants: carbon monoxide (CO), hydrocarbons (HC), and nitrogen oxides (NOx) using Metro's travel demand model. Conformity is established by demonstrating that transportation plans, programs and projects are consistent with the approved State Air Quality Implementation Plan (SIP) and will not exceed the level of emissions allowed for each pollutant in the SIP. Natural environment: Metro will complete a system-level environmental analysis using GIS for projects and programs and will note potential positive or negative impacts.
9. Materials to be provided to project sponsors	• Investment Priorities Worksheet (Attachment A) • Project/Program Cost estimate Worksheet (Attachment B) • Air Quality Conformity and Modeling Assumptions Worksheet (Attachment C) • 2005 base year and 2035 No Build volume/capacity plot (PM peak and mid-day periods) • Regional Pedestrian System Completion Maps (2 maps) • Regional Bicycle System Completion Map • Regional Freight Network Priorities Map • Regional Trails Network Priorities Map • State and Regional Mobility Corridors Investment Framework and Map
10. Materials to be submitted for each proposed project or program	• Local agency contacts are responsible for completing Attachment A (Investment Priorities Worksheet) on behalf of their respective coordinating committee, compiling all projects/programs submitted to Metro for the 2035 RTP by June 18, 2007. • Primary project sponsors are responsible for completing Attachment B (Project/Program Cost Estimate Worksheet) for each project/program submitted to Metro by June 30, 2007. • Primary project sponsors are responsible for completing Attachment C (Air Quality Conformity Assumptions Worksheet) for all regionally significant transit and road capacity projects submitted to Metro by June 18, 2007. See Appendix A for more information. • Primary project sponsors are responsible for submitting an electronic GIS shapefile of all location specific projects/programs submitted to Metro by June 18, 2007. Local agency contacts may also compile all projects/programs to be submitted on behalf of their respective coordinating committee. See Appendix B for more information. • Supporting documentation of areas that cannot meet the RTP framework system connectivity policies due to existing development, topography, railroads, throughways, streams and/or other barriers.

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GLOSSARY OF TERMS

Arterials - Streets that have the function of linking communities within the region and interconnecting major activity centers and industrial areas to the throughway system. These routes link major commercial, residential, industrial and institutional areas. Major arterials function to serve longer distance, through trips and serve more of a regional traffic function. Minor arterials function to serve shorter, more localized travel within a community. As a result, major arterials usually carry more traffic than minor arterials. Arterial streets are usually spaced about one mile apart and are designed to accommodate bicycle, pedestrian, and transit travel. Barrier - A physical, cultural, social or economic block or impediment to the movement of people or goods. A barrier can be something that prevents an individual or a group from accessing the transportation system, including a lack of information, language, education and/or limited resources.

Bicycle – A vehicle having two tandem wheels, a minimum of 14 inches in diameter, propelled solely by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

Bicycle boulevards - Sometimes called a bicycle priority street, a bicycle boulevard is a low-traffic street where all types of vehicles are allowed, but the roadway is modified as needed to enhance bicycle safety and convenience by providing direct routes that allow free-flow travel for bicyclists at intersections where possible. Traffic controls are used at major intersections to help bicyclists cross major streets. Typically these modifications will also calm traffic and improve pedestrian safety.

Bicycle facilities – A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designated for bicycle use.

Bike lane – A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bikeway – A bikeway is created when a road has the appropriate design treatment for bicyclists, based on motor vehicle traffic volumes and speeds. On-road bikeways include shared roadway, shoulder bikeway, bike lane or bicycle boulevard design treatments. Another type of bikeway design treatment, the multi-use path, is separated from the roadway.

Bottleneck - A bottleneck is a point of congestion on an otherwise more freely flowing corridor. Bottlenecks occur due to changes in capacity, complexity, environmental conditions, interchanges, intersections, facility design and operations and rail crossings. Proper identification of bottlenecks and their causes is the key to formulating plans for managing congestion in these areas.

Bus rapid transit - Bus Rapid Transit (BRT) service uses buses in their own guideway or mixed in traffic with limited stops and a range of transit priority treatments to provide with speed, frequency and comfort. This service runs at least every 15 minutes during the weekday and weekend mid-day base periods. Passenger infrastructure are concentrated at transit centers. Regional rapid bus passenger infrastructure include schedule information, ticket machines, special lighting, benches, covered bus shelters and bicycle parking.

Capacity – The maximum number of vehicles (vehicle capacity) or passengers, bicyclists or pedestrians (person capacity) that can pass over a given section of roadway or transit line in one or both directions during a given period of time under prevailing roadway design and traffic conditions.

Carsharing – A transportation demand management strategy that shares the use of one or more vehicles among a group of people. Reported benefits include a reduction in vehicle ownership, a reduction in parking needs, an increase in non-drive-alone trips and improved accessibility. Implementation in the Portland region includes public/private partnerships and a private sector membership organization.

Central city - The downtown and adjacent portions of the city of Portland. See the Growth Concept map and text.

Collector streets - Collector streets serve mixed-use areas, neighborhood traffic and commercial/industrial areas. Collectors provide local circulation alternatives to arterials, balancing movement with access to land uses. They provide both circulation and access within residential and commercial areas, helping to disperse traffic that might otherwise use the arterial system for local travel. Collectors may serve as local bike, pedestrian and freight access routes, providing local connections to the arterial and transit network. Collector streets are usually spaced at half-mile intervals, or midway between arterial streets. Speeds and volumes on collector streets are moderate.

Commuter rail - Commuter rail is the use of existing freight railroad tracks either exclusively or shared with freight use, for passenger service. The service is typically focused on peak commute periods but can be offered other times of the day when demand exists and where rail capacity is available. The stations are typically located one or more miles apart, depending on the overall route length. Stations offer basic infrastructure for passengers, bus and LRT transfer opportunities and parking if supported by adjacent land uses.

Corridors (2040 design type) - While some corridors may be continuous, narrow bands of higher intensity development along arterial roads, others may be more "nodal", that is, a series of smaller centers at major intersections or other locations along the arterial which have high quality pedestrian environments, good connections to adjacent neighborhoods and good transit service. So long as the average target densities and uses are allowed and encouraged along the corridor, many different development patterns - nodal or linear - may meet the corridor objective.

Cross-regional travel - longer trips that span the region, including interstate and intrastate travel, but occur within the larger metropolitan travelshed.

Developed areas - These are areas of the region that are primarily developed, with most new development occurring through refill and redevelopment.

Developing areas - These are areas of the region where new development will occur through a combination of greenfield, refill and redevelopment.

Environmental mitigation activities – These are design or implementation strategies that seek to avoid or minimize negative effects of transportation projects. Examples of the types mitigation activities that may be addressed during project development include: air quality; energy; floodplains; noise; socioeconomics; surface water; geology; soils and groundwater; hazardous and contaminated materials; vibrations; and wetlands. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the RTP to include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. Implementing agencies will be asked to identify "types of potential mitigation activities" identified in Attachment B of the RTP Solicitation Packet.

Exceptional habitat quality - "For the purpose of transportation planning, exceptional habitat quality may be defined as (1) riparian-associated wetlands identified under Title 3, locally or regionally significant wetlands, (2) locally or regionally rare or sensitive plant communities such as oak woodlands, (3) important forest stands contributing multiple functions and values to the adjacent water feature habitats of sensitive, threatened or endangered wildlife species, or (4) habitats that provide unusually important wildlife functions, such as (but not limited to) a major wildlife crossing/runway or a key migratory pathway.

Employment areas - Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, commercial and retail development as well as some residential development. Retail uses should primarily serve the needs of the people working or living in the immediate employment area. Exceptions to this general policy can be made only for certain areas indicated in a functional plan.

Equitable access - Having equal opportunities to access the regional transportation system.

Freight intermodal facility – An intercity facility where freight is transferred between two or more modes (e.g., truck to rail, rail to ship, truck to air, etc.).

Freight mobility - The efficient movement of goods from point of origin to destination.

Frequent bus: Frequent bus service provides local bus service that is more frequent than rapid bus, but is somewhat slower because it makes more stops, providing corridor service rather than nodal service along selected arterial streets. This service runs at least every 10 minutes and includes transit preferential treatments such as reserved bus lanes and transit signal priority and enhanced passenger infrastructure along the corridor and at major bus stops such as covered bus shelters, curb extensions, special lighting and median stations.

Green streets - Streets that are designed to include features like street trees, landscaped swales, pervious curb treatments and special paving materials to limit stormwater runoff, which, in turn, helps improve water quality and protect stream habitat.

Habitat conservation areas - Highly ranked riparian habitat areas within the current urban growth boundary identified by the regional fish and wildlife protection program. “Habitat conservation areas” are to be protected by appropriate development standards contained in Title 13 of the Urban Growth Management Functional Plan or through other equivalent approaches by local jurisdictions. As new areas are added to the urban growth boundary, highly valued upland habitat areas will also be identified as habitat conservation areas. Habitat conservation areas are designated based habitat value, with protection level adjusted depending on the area’s economic importance to the region.

High capacity transit network - High capacity transit provides the backbone of the transit network connecting the Central City, Regional Centers, and passenger intermodal facilities. It operates on a fixed guideway within an exclusive right-of-way to the extent possible. High levels of passenger infrastructure are provided at transit stations and station communities including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. Speed and schedule reliability are preserved using transit signal priority at at-grade crossings and/or intersections. This network includes: light rail, commuter rail, bus rapid transit and intermodal passenger facilities (e.g, Amtrak and Greyhound)

Individualized marketing – A transportation demand management strategy that increases accessibility by providing customized travel choice information based on a person's interest-level while providing support programs. Examples include TravelSmart™ and SmartTrips. A TravelSmart™ project in North and Northeast Portland provided transit information, bike and walking maps, guided walks and rides, customized trip planning and in-home assistance to help residents get started walking, biking, or riding transit.

Industrial areas - An area set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users. Residential development shall not be considered a supporting use, nor shall retail users whose market area is substantially larger than the industrial area be considered supporting uses.

Infrastructure - Roads, sidewalks, water systems, sewage systems, systems for storm drainage, telecommunications and energy transmission and distribution systems, bridges, transportation facilities, parks, schools and public facilities developed to support a community. Areas of the undeveloped portions of the environment such as floodplains, riparian and wetland zones, groundwater recharge and discharge areas and Greenspaces that provide important functions related to maintaining the region’s air and water quality, reduce the need for infrastructure expenses and contribute to the region’s quality of life.

Inner neighborhoods - Areas in Portland and the older cities that are primarily residential, close to employment and shopping areas, and have slightly smaller lot sizes and higher population densities than in outer neighborhoods

Intelligent transportation systems (ITS) – Techniques and strategies that use technology to manage and operate the transportation system. ITS includes managing traffic signal timing along a

corridor to minimize stop-and-go driving. ITS also includes transit signal priority, real-time traveler information, and variable message signs that rely on in pavement sensors or video surveillance cameras that quickly detect congestion to warn drivers. Technology also helps to increase transportation safety through the use of monitoring devices collect and transmit real-time weather information that is then shared with the general public. Having accurate information about dangerous conditions on the mountain passes helps fleet dispatch managers steer their drivers away from delays and the risk of loss or damage to the cargo. Dozens of ITS projects have been implemented around the Portland metropolitan area, many of them involving multi-agency coordination.

Intermodal facility – A transportation element that accommodates and interconnects different modes of transportation and serves the statewide, interstate and international movement of people and goods. For example, an intermodal yard is a railyard that facilities the transfer of containers or trailers. See also passenger intermodal facility and freight intermodal facility definitions.

Inter-city bus - Inter-city bus connects points within the region to nearby destinations, including neighboring cities, recreational activities and tourist destinations. Several private inter-city bus services are currently provided in the region.

Light rail transit - Light rail transit (LRT) is a frequent and high-capacity service that operates on a fixed guideway within an exclusive right-of-way to the extent possible, connecting the central city with regional centers. LRT also serves existing regional public attractions such as the Washington County Fair Grounds, Civic Stadium, the Oregon Convention Center, Oregon Zoo, Metropolitan Exposition Center and the Rose Garden, and station communities. LRT service runs at least every 15 minutes during the weekday and weekend midday base periods with limited stops and operates at higher speed outside of downtown Portland. A high level of passenger infrastructure are provided at transit stations and station communities including schedule information, ticket machines, special lighting, benches, shelters, bicycle parking and commercial services. The speed and schedule reliability of LRT can be maintained by the provision of transit signal priority at-grade crossings and/or intersections and grade separation where it is appropriate from the surrounding built environment.

Local bus - Local bus lines provide coverage and access to primary and secondary land-use components. Local bus service runs as often as every 30 minutes on weekdays and may be more frequent during hours of peak demand. Weekend service is provided as demand warrants.

Local streets - The local street system is used throughout the region to provide for local circulation and access. Local streets connect to collector streets and provide access to small activity centers, homes and neighborhoods. Regional regulations require local street spacing of no more than 530 feet in new residential and mixed-use areas, and cul-de-sacs are limited to 200 feet in length. These connectivity requirements are needed to ensure that a lack of adequate local street connections does not result in the arterial street system becoming congested.

Local transit network - The local transit network provides basic service and access to the regional and high capacity transit networks. It also offers coverage and access to primary and secondary land-use components. Transit preferential treatments and passenger infrastructure are appropriate at high ridership locations. Sidewalk connectivity and protected crosswalks are critical elements of the local transit network. This network includes: tram, streetcar, local bus, park-and-ride lots, mini-bus and para-transit.

Main streets - Neighborhood shopping areas along a main street or at an intersection, sometimes having a unique character that draws people from outside the area. NW 23rd Avenue and SE Hawthorne Boulevard in the City of Portland are examples of established main streets.

Marine facility – A facility where freight is transferred between water-based and land-based modes.

Mobility – The ability to move people and goods from place to place, or the potential for movement. Mobility reflects the spatial structure of the transportation network and the level and quality of its service. Mobility is determined by such characteristics as road capacity, design speed and lack of barriers.

Modal targets - Targets for increased walking, biking, transit and shared ride as a percentage of all trips. The targets apply to trips *to, from and within* each 2040 Design Type. The targets reflect mode shares for the year 2040 needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.

2040 Regional Non-SOV Modal Targets

2040 Design Type	Non-SOV Modal Target
• **Central city**	60-70%
• **Regional centers** • **Town centers** • **Main streets** • **Station communities** • **Corridors** • **Pasenger Intermodal Facilities**	45-55%
• **Industrial areas** • **Freight Intermodal facilities** • **Employment areas** • **Inner and outer neighborhoods**	40-45%

Mode choice – The ability to choose one or more modes of travel, including motor vehicle, walking, bicycling, use of transit and shared ride.

Outer neighborhoods - Areas in the outlying cities that are primarily residential, farther from employment and shopping areas, and have larger lot sizes and lower population densities than inner neighborhoods.

Para-transit - Para-transit service is defined as non-fixed route service that serves special transit markets, including “ADA” service throughout the greater metro region.

Park-and-ride - Park-and-ride facilities primarily provide convenient auto access to regional transit trunk routes for people from areas not directly served by transit. Vanpools also use park-and-rides as a common meeting place and sometimes a destination. Transit services, transit transfer and passenger drop off and pick-up areas are incorporated in site design. Bicycle and pedestrian access as well as parking and storage accommodations for bicyclists are considered in the siting process of new park-and-ride facilities. In addition, the need for a complementary relationship between park-and-ride facilities and regional and local land use goals exists and requires periodic evaluation over time for continued appropriateness.

Passenger intermodal facilities: Passenger intermodal facilities serve as the hub for various passenger modes and the transfer point between modes. These facilities are closely interconnected with urban public transportation service and highly accessible by all modes. They include Portland International Airport, Union Station, Oregon City Amtrak station and inter-city bus stations.

Passenger rail - Inter-city high-speed rail is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. These systems should be integrated with other transit services within the metropolitan region with connections to passenger intermodal facilities. High-speed rail needs to be complemented by urban transit systems within the region.

Pedestrian – A person on foot, in a wheelchair or other health-related mobility device or walking a bicycle.

Pedestrian connection – A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian connections may also include rights-of-way or easements for future pedestrian improvements.

Pedestrian district - A pedestrian district is a comprehensive plan designation or implementing land use regulations designed to provide safe and convenient pedestrian circulation, with a mix of uses, density, and design that support high levels of pedestrian activity and transit use. The pedestrian district can be a concentrated area of pedestrian activity or a corridor. Pedestrian districts can be designated within the 2040 Design types of Central City, Regional and Town Centers, Corridors and Main Streets, as designated in local plans. Pedestrian districts emphasize a safe and convenient pedestrian environment, and facilities to support and integrate efficient use of several modes within one area (e.g., pedestrian, auto, transit, and bike).

Pedestrian facility – A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, plazas, signs, signals, illumination and benches.

Pedestrian plaza – A small semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest. They are usually paved with concrete, pavers, bricks or similar material and include seating, pedestrian scale lighting and similar pedestrian improvements. Low walls or planters and landscaping are usually provided to create a semi-enclosed space and to buffer and separate the plaza from adjoining parking lots and vehicle maneuvering areas.

Plazas are generally located at a transit stop, building entrance or an intersection and connect directly to adjacent sidewalks, walkways, transit stops and buildings entrance or an intersection and connect directly to adjacent sidewalks, walkways, transit stops and building. A plaza including 150-250 square feet would be considered "small."

Pedestrian-scale - An urban development pattern where walking is a safe, convenient and interesting travel mode. It is an area where walking is at least as attractive as any other mode to all destinations within the area. The following elements are not cited as requirements, but illustrate examples of pedestrian scale: continuous, smooth and wide walking surfaces; easily visible from streets and buildings and safe for walking; minimal points where high speed automobile traffic and pedestrians mix; frequent crossings; storefronts, trees, bollards, on-street parking, awnings, outdoor seating, signs, doorways and lighting designed to serve those on foot; well integrated into the transit system and having uses which cater to people on foot.

Posted speed – This term refers to the posted speed limit on a given street or the legal speed limit as defined in ORS 811.105 and 811.123 when a street is not posted.

Preliminary design – An engineering design that specifies in detail the location and alignment of a planned transportation facility or improvement.

Principal arterial - These facilities form the backbone of the motor vehicle network. Motor vehicle trips entering and leaving the urban area follow these routes, as well as those destined for the central city, regional centers, industrial areas or intermodal facilities. These routes also form the primary connection between neighbor cities and the urban area. Principal arterials serve as major freight routes, with an emphasis on mobility.

Project development - Implementing the transportation system plan (TSP) by determining the precise location, alignment, and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies.

Rail main line – Class I rail lines (e.g., Union Pacific and Burlington Northern/Sante Fe).

Reasonably direct – Either a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

Regional bus - Regional bus service is provided on most arterial streets. This type of bus service operates with maximum headways of 15 minutes during most of the day and may be seven days per week with conventional stop spacing along the route. Transit preferential treatments and passenger infrastructure such as bus shelters, special lighting, transit signal priority and curb extensions are appropriate at high ridership locations.

Regional centers - Areas of mixed residential and commercial use that serve hundreds of thousands of people and are easily accessible by walking, biking and different types of transit service. Local residents, employees and others can meet their needs with relatively shorter trip distances. People from around the region can access these areas. Examples include traditional centers such as downtown Gresham and new centers such as Gateway and Clackamas Town Center.

Regional multi-use trails with transportation function: Multi-use paths with a transportation function are paved, off-street facilities connections that accommodate pedestrian and bicycle travel and meet the requirements of the Americans with Disabilities Act. These connections are likely to be used by people walking or bicycling to work or school, to access transit or to travel to a store, library or other local destination. Regional multi-use paths that support both utilitarian and recreational functions are included as part of the regional transportation system. These paths are generally located near or in residential areas or near mixed-use centers. Bicycle/pedestrian sidewalks on bridges are also included in this definition. In terms of design, multi-use paths are physically separated from motor vehicle traffic by open space or a barrier, and are either within the road right-of-way or within an independent right-of-way. Bicyclists, pedestrians, joggers, skaters and other non-motorized travelers use these facilities.

Regional transit network - The regional transit network relies on transit service headways of 15-minutes or less on all arterial roadways (all day and weekends when possible). This service also includes preferential treatments at regional transit stops and high ridership locations such as transit signal priority and enhanced passenger infrastructure such as covered bus shelters, curb extensions and special lighting. This network includes: frequent bus, regional bus, streetcar, park-and-ride lots and regional transit stops.

Regional transit stops - Regional transit stops are intended to provide a high degree of transit passenger comfort and access. Regional transit stops are located at stops on light rail, commuter rail, rapid bus, frequent bus or streetcar lines in the central city, regional and town centers, main streets and corridors. Regional transit stops may also be located where bus lines intersect or serve intermodal facilities, major hospitals, colleges and universities. Regional transit stops shall provide real-time schedule information, lighting, benches, shelters and trash cans. Other features may include real time information, special lighting or shelter design, public art and bicycle parking.

Regional transportation system - The regional transportation system is the interconnected network of throughways, arterials, air, marine, pipeline and rail systems, high capacity and regional transit services, regional multi-use trails with a transportation function and bicycle and pedestrian facilities that are located on or connect directly to other elements of the regional transportation system.

Reload facility – An intermediary facility where freight is reloaded from one land-based mode to another.

Rideshare – A transportation demand management strategy where more than one person shares a trip in a vehicle to a common destination or along a common corridor. Private passenger vehicles are used for carpools and some vanpools receive public/private support to help commuters. Carpooling and vanpooling provide travel choices for areas under-served by transit or at times when transit service is not available.

Right-of-way (ROW) – This term refers to publicly-owned land, property or interest therein, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) must reside. The right-of-way is usually defined in

feet and is acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.

Roads – This term is used to collectively refer to throughways, regional and community arterials, collectors and local streets.

Shared roadway – A type of bikeway where bicyclists and motor vehicles share a travel lane.

Sidewalk – A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

Single-occupancy vehicle (SOV) – This term refers to vehicles that are carrying one person.

State and regional mobility corridors - Transportation corridors centered on state and interstate highways, but more broadly defined to include complementary arterial streets, transit routes and multi-purpose paths that combine to form a larger mobility corridor.

Station Communities - The area generally within a 1/4- to 1/2-mile radius of light rail stations or other high capacity transit that is planned as a multi-modal community of mixed uses and substantial pedestrian accessibility improvements.

Streetcar - Street cars provide fixed-route transit service mixed in traffic for more locally oriented trips in higher density mixed-use centers or between higher density mixed-use centers. Streetcar services often provide local circulator service and also serve as a potent incentive for denser development in centers. This service runs at least every 15 minutes and may include transit preferential treatments such as transit signal priority and enhanced passenger infrastructure along the corridor such as covered bus shelters, curb extensions and special lighting.

Telecommute – Also known as “Telework,” this term refers to a transportation demand management strategy whereby an individual substitutes working at home, or a satellite office located closer to home, for commuting to a work site on either a part-time or full-time basis.

Throughways - Limited-access facilities designed for interstate, intrastate and cross-regional travel. Throughways are classified as a principal arterial and have the function of connecting major activity centers within the region, including the central city, regional centers, industrial areas and intermodal facilities to one another and to points outside the region. These routes also form the primary connection between neighbor cities and the urban area and the region to other parts of the state, California and rest of the Pacific Northwest and Canada.

Town centers - Areas of mixed residential and commercial use that serve tens of thousands of people. Examples include the downtowns of Forest Grove and Lake Oswego.

Traffic calming – A transportation system management technique that aims to prevent inappropriate through-traffic and reduce motor vehicle travel speeds on a particular roadway. Traditionally, this technique has been applied to local residential streets and collectors and may include speed bumps, curb extensions, planted median strips or rounds and narrowed travel lanes.

Transit–oriented development – A mix of residential, retail and office uses and a supporting network of roads, bicycle and pedestrian ways focused on a regional transit stop designed to support a high level of transit use. The key features include:

(a) A mixed use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;

(b) High density of residential development proximate to the transit stop sufficient to support transit operation and neighborhood commercial uses within the TOD;

(c) A network of roads, and bicycle and pedestrian paths to support high levels of pedestrian access within the TOD and high levels of transit use.

Transportation demand management (TDM) – Actions that are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include but are not limited to the use of alternative modes, ride-sharing and vanpool programs, car sharing, individualized marketing, and trip-reduction ordinances. Public and private partners of the Regional Travel Options (RTO) Program implement TDM.

Transportation facilities – Any physical facility that moves or assist in the movement of people or goods including facilities identified in OAR 660-012-0020 but excluding electricity, sewage and water systems.

Transportation management associations (TMA) – This term refers to non-profit coalitions of local businesses and/or public agencies dedicated to reducing traffic congestion and pollution and improving commuting options for employees.

Transportation need - A gap, barrier or deficiency in the transportation system that prevents or limits efficient movement of people and/or goods for any mode of travel. State transportation needs refers to the movement of people and goods between and through regions of the state and between the state and other states. Regional transportation needs refers to the movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties. Local transportation needs refers to the movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

Transportation service – A service for moving people and goods, such as intercity bus service and passenger rail service.

Transportation system management (TSM) – Strategies and techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, re-striping of HOV lanes, ramp metering, incident response, targeted traffic enforcement and programs that smooth transit operations.

Travel options – The ability to choose one or more modes of travel, including motor vehicle, walking, bicycling, riding transit and carpooling. Telecommuting is sometimes considered a travel option because it replaces a commute trip with a trip not taken.

Truck terminal – A facility that serves as a primary gateway for commodities entering or leaving the metropolitan area.

Undeveloped areas. These are areas of the region that are primarily new communities and recent additions to the urban growth boundary.

Vehicle miles of travel (VMT) – Automobile vehicle miles of travel. Automobiles, for purposes of this definition, include automobiles, light trucks, and other similar vehicles used for movement of people. The definition does not include buses, heavy trucks and trips that involve commercial movement of goods. VMT includes trips with an origin and a destination within the MPO boundary and excludes pass through trips (i.e., trips with a beginning and end point outside of the MPO) and external trips (i.e., trips with a beginning or end point outside of the MPO boundary). VMT is estimated prospectively through the use of metropolitan area transportation models.

Walkway – A hard-surfaced transportation facility intended and suitable for use by pedestrians, including persons using wheelchairs. Walkways include sidewalks, surfaced portions of accessways, paths and paved shoulders.

Wide outside lane – A wider than normal curbside travel lane that is provided for ease of bicycle operation where there is insufficient room for a bike lane or shoulder bikeway.

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APPENDIX A – AIR QUALITY CONFORMITY – LISTING OF PROJECTS/PROGRAM EXEMPT FROM THE REGIONAL CONFORMITY ANALYSIS

Non-exempt projects

Generally, any throughway, arterial or collector capacity or motor vehicle traffic flow enhancement project is required to be analyzed as part of the regional air quality conformity analysis. Attachment C must be submitted to Metro for each of these projects.

Exempt Projects/Programs

Exempt projects listed in federal and state regulations (40 CFR 93.126) improve safety, mass transit, or air quality, or preserve or maintain existing transportation facilities. These projects are considered to have a neutral impact on air quality.

A summary of the exempt list identified in 40 CFR 93.126 is provided below:

- Safety
- Railroad/highway crossing.
- Hazard elimination program.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Safety improvement program.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking demonstration.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.
- Mass Transit
- Operating assistance to transit agencies.
- Purchase of support vehicles.
- Rehabilitation of transit vehicles.
- Purchase of office, shop, and operating equipment for existing facilities.
- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- Construction or renovation of power, signal, and communications systems.
- Construction of small passenger shelters and information kiosks.
- Reconstruction or renovation of transit buildings and structures (e.g.,
- rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.
- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities, including regional trails.

- Other specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to titles 23 and 49 U.S.C.; Federal-aid systems revisions.; Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Emergency or hardship advance land acquisitions (23 CFR 712.204(d)).
- Acquisition of scenic easements.
- Plantings, landscaping, etc.
- Sign removal.
- Directional and informational signs.
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

A summary of the exempt list identified in 40 CFR 93.127 is provided below.

- Intersection channelization projects.
- Intersection signalization projects at individual intersections.
- Interchange reconfiguration projects.
- Changes in vertical and horizontal alignment.
- Truck size and weight inspection stations.
- Bus terminals and transfer points.

APPENDIX B: GUIDELINES FOR SUBMITTING GIS SHAPEFILES

The guidelines are under development.

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ATTACHMENT A. INVESTMENT PRIORITIES WORKSHEET

This worksheet is available electronically at Metro's website:

www.metro-region.org/article.cfm?ArticleID=23996

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Attachment A
2035 Regional Transportation Plan Project Solicitation Procedures Packet
2035 Regional Transportation Plan Update

Investment Priorities Worksheet

Instructions: Coordinating Committee leads are responsible for completing **Attachment A** (Investment Priorities Worksheet) for all projects/programs submitted to Metro for the 2035 RTP by June 18, 2007. Primary project sponsors are responsible for completing **Attachment B** (Project/Program Cost Estimate Worksheet) for each project/program submitted to Metro by June 30, 2007. Primary project sponsors are responsible for completing **Attachment C** (Road Capacity Air Quality Conformity Modeling Assumptions Worksheet) for all regionally significant transit and road capacity projects submitted to Metro by June 18, 2007.

Metro Project ID	**Local Plan ID**	**2004 RTP ID**	**Primary Sponsor**	**Secondary Sponsor**	**Project/Program Name**	**Project Start Location** (Identify starting point of project)
(to be assigned by Metro)	*Agencies can use this field to track projects with their own ID systems.*	*Enter 2004 RTP project number, if one exists.*	*Click on cell and arrow to right to select one from the drop-down list provided*	*Click on cell and arrow to right to select one from the drop-down list provided*	*Enter a brief project/program name that includes the name of the facility or program (e.g., Barnes Road Pedestrian Improvements, City-wide traffic signal coordination)*	*Enter the beginning of the project limit or location of a spot improvement (e.g. N. Portland Road)*

Attachment A
2035 Regional Transportation Plan Project Solicitation Procedures Packet

Project End Location (Identify terminus of project)	**Project Length** (to nearest tenth mile)	**Local Functional Classification**	**Project Purpose**
Enter the terminus of the project limit cross-street(s) (e.g. Cornell Road)	*Enter the length of the project to the nearest tenth mile (e.g., .76)*	*Click on cell and arrow to right to select one from the drop-down list provided*	*Enter brief description of the need/purpose project addresses (e.g., Removes a freight bottleneck. Provides congestion relief. Addresses recurring safety issue. Economic development. Addresses structurally deficient bridge. Completes a gap in the pedestrian system to improve safety and access to transit.)*

Attachment A
2035 Regional Transportation Plan Project Solicitation Procedures Packet

Description	Estimated Cost ($2007)	Time Period	Project/Program Type	State and Regional Mobility Investment Strategy Category
Briefly describe the project, using public friendly phrasing and avoiding technical jargon where possible. (e.g. Widen street to four lanes with turn lanes at intersections, sidewalks, bike lanes, and traffic signal coordination)	*Use cost estimate methodology worksheet in Attachment B to determine estimated cost in 2007 dollars*	*Click on cell and arrow to right to select one from the drop-down list provided*	*Click on cell and arrow to right to select one from the drop-down list provided*	*Click on cell and arrow to right to select one from the drop-down list provided*

Attachment A
2035 Regional Transportation Plan Project Solicitation Procedures Packet

Community Building Investment Strategy Category	Project Phase	2040 Land Use	Stage of Urban Development	Primary Mode	Secondary Mode(s)	Project supports achieving 2040 Modal Targets?
Click on cell and arrow to right to select one from the drop-down list provided	*Click on cell and arrow to right to select one from the drop-down list provided*	*Click on cell and arrow to right to select one from the drop-down list provided*	*Click on cell and arrow to right to select one from the drop-down list provided*	*Click on cell to select one from the drop-down list provided*	*Click on cell and arrow to right to select one from the drop-down list provided*	*Click on cell and arrow to right to select Yes or No*

Attachment A
2035 Regional Transportation Plan Project Solicitation Procedures Packet

	Environmental Impacts and Mitigation Considerations				RTP Policy Framework Screening					
Project is located on regional freight route?	**Project has air quality conformity impact?**	**Project located in habitat conservation area?**	**Potential mitigation activities identified?**	**Project included in adopted plan or study?**	**Goal 1 Rating**	**Goal 2 Rating**	**Goal 3 Rating**	**Goal 4 Rating**	**Goal 5 Rating**	**Goal 6 Rating**
Click on cell and arrow to right to select Yes or No	*Click on cell to select Yes or No. If yes, please complete Attachment C in the RTP Solicitation Packet.*	*Click on cell and arrow to right to select Yes or No*	*Click on cell and arrow to right to select Yes or No. If yes, list the types of potential mitigation activities identified in Attachment B.*	*Click on cell and arrow to right to select Yes or No*	*Click on cell and arrow to right to select High, Medium, Low or N/A. See Section 7 of the RTP Solicitation Packet for more detail on how to define the appropriate rating.*					

Attachment A
2035 Regional Transportation Plan Project Solicitation Procedures Packet

Notes	Local agency project contact name	Local agency project contact information	Local agency website information
General notes for agency or Metro staff to use.			

ATTACHMENT B: PROJECT COST ESTIMATE METHODOLOGY WORKSHEET

This worksheet is available electronically at Metro's website:

www.metro-region.org/article.cfm?ArticleID=23996

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METRO

ATTACHMENT C: ROAD CAPACITY AIR QUALITY CONFORMITY MODELING ASSUMPTIONS WORKSHEET

Background and purpose: Transportation conformity is a mechanism for ensuring that transportation activities – plans, programs and projects – are reviewed and evaluated for their impacts on air quality prior to approval of the 2035 RTP.

Instructions: Project sponsors are required to submit a worksheet for each project that has an air quality impact. Appendix A identifies projects/programs that are exempt from the conformity analysis and therefore, are not required to have Attachment C submitted by project sponsors. The information on this worksheet will be used to develop modeling assumptions to analyze transportation system performance and assist Metro in conducting the required air conformity analysis.

(PLEASE PROVIDE INFORMATION ON THIS FORM AND SUBMIT TO METRO BY JUNE 18, 2007):

1. Project Title (as listed in worksheet A):			
2. Project Time Period (as listed in worksheet A):			
2. Local Plan ID:		3. 2004 RTP No.:	
4. Primary Sponsor:		5. Secondary Sponsor:	
6. Primary Agency Contact:			
Name:		Title:	
Phone:		E-Mail:	
Fax:			

7. Project Description

a. Street or facility with termini or project boundaries as shown on Attachment A:

	Facility Name:		
Project Start Location:		Project End Location:	

b. Briefly describe the project, using public friendly phrasing and avoiding technical jargon where possible. (e.g. Widen street from two lanes to four lanes (e.g.,one lane in each direction to two lanes in each direction) with turn lanes and signals at intersections, sidewalks, bike lanes, and traffic signal coordination)

8. Road Capacity Project Modeling Details

a.

	Number of Through Lanes		Number of Turning Lanes		Posted Speed		Number of Traffic Signals	
Circle Direction	Before Project	After Project	Before Project	After Project	Before Project	After Project	Before Project	After Project
NB or WB								
SB or EB								

Table note: Please list the number of through lanes. Turn lanes should be counted as .5 for each turn lane. For example, a project with two lanes in each direction with a single lane would count as 2.5 lanes in each direction.

Describe type of turn lane(s) *(i.e. a right turn, double left turn, continuous left turn)*, and provide a diagram if needed.

b. Describe turn lane restrictions that should be assumed in the traffic model and provide a diagram if needed.

c. List the locations of all traffic signals, and provide a diagram if needed.

d. Describe any other details and attach modeling diagram(s) for projects, identifying street names at project start and end locations and other important intersections.